It has been decided to augment the loads of 2717/2718 Ratnachal Express, 2711/2712 Pinakini Express, 7047/7048 Gautami Express, 7055/7056 Hyderabad-Narsapur Express and 7423/7424 Narayanadri Express subject to operational feasibility and availability of resource including augmentation of Pit-lines and extension of platform.

Direct Train from Western Vidarbha Region

1994. SHRI SANJAY NIRUPAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is no direct train from Western Vidarbha region of Akola-Amravati to Delhi;

(b) whether it causes great difficulty to the people of this region; and

(c) whether Government have any proposal to connect this area with Delhi; if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) to (c) For the convenience of passengers of Western Vidharbha region i.e. Akola, Amaravati and Badnera, it is proposed to extend 2407/2408 Nizamuddin-Nagpur Gondwana Express upto Bhusawal via Badnera-Akola on two days a week from the year 1999-2000.

Restoration of Telescopic Fares system

1995. SHRI C. RAMACHANDRAIAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways are exploiting passengers by withdrawing the age-old system of charging Telescopic Fares;

(b) whether it is a fact that rail passengers have to pay exhorbitant fares for extension of their journeys while travelling;

(c) what are the reasons for exploiting honest passengers in this manner; and

(d) whether steps would be taken to revive and restore the system of Telescopic fares, with immediate effect?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) and (d) Tickets are issued to passengers for those stations for which they demand them and telescopic fares are charged. Prior to 1994, passengers were given the benefit of telescopic rates if they wanted to extend journey beyond the original destination station. However, on receipt of reports about misuse of this facility, the method of charging telescopic fare for extended journey was revised with effect from 21.7.1994. Under the revised procedure, the fare for extended journey is charged at normal tariff rates treating such extended journey as fresh one. There is no justification to review this rule. The passenger is supposed to buy ticket for that station to which he wants to go.

Late Running of Trains between Jallandhar and Hoshiarpur

1996. SHRI ABANI ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether trains running between Jallandhar and Hoshiarpur and vice versa are not observing punctuality;

(b) the number of times during the last one year trains running between Jallandhar to Hoshiarpur did not observe punctuality, with reasons;

(c) whether any responsibility has been fixed for such lapses;

(d) if so, the details thereof; and

(d) the steps taken by Government to ensure observance of punctuality in future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) and (b) No, Sir. However, 18.7% trains have not been able to maintain punctuality due to inclement weather, track repair, late arrival of linked trains and its chain effect and equipment failures etc.

(c) and (d) Yes, Sir. In the last one year, three employees have been taken up under Discipline and Appeal Rules.

(e) The steps being taken to improve the punctuality are as under:—

(a) track renewal work;

(b) closer and intensive monitoring of trains;

(c) improvement in maintenance of rolling stock.

Functioning of South Western Railway Zone

1997. SHRI K. RAHMAN KHAN: Will the Minister of RAILWAYS be pleased to state:

(a) by when the South Western Railway Zone is going to be functional;

(b) where would the Headquarters of the Zone be located; and

(c) why Government are delaying establishment of the Zone?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING & PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) and (c) The Zones have been planned to be set up in a phased manner over a period of five years.

(b) A decision has been taken that the Headquarter of South Western Railway Zone shall now be at Hubli.

माल-भाड़े में रियायत

1998. **श्री कपिल सिब्बल:**
श्री राज मोहिन्दर सिंह:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि चालू वर्ष में माल-ढुलाई के निर्धारित लक्ष्य को प्राप्त न किये जाने को ध्यान में रखते हुए ढुलाई को बढ़ावा देने के लिए रेलवे ने माल-भाड़े में रियायतों की घोषणा की थी;

(ख) यदि हां, तो किन-किन मदों पर कितनी रियायतें देना तय किया है; और

(ग) इन रियायतों के फलस्वरूप इस वर्ष के दौरान कितना वित्तीय घाटा होने की संभावना है?

रेल मंत्रालय में राज्य मंत्री, संसदीय कार्य मंत्रालय में राज्य मंत्री तथा योजना और कार्यक्रम कार्यान्वयन मंत्रालय में राज्य मंत्री (श्री राम नाईक): (क) और (ख) जी हां। रेलों ने रेलवे की ओर अधिक यातायात आकर्षित करने के लिए वाल्यूम डिस्काउंट स्कीम और कतिपय अन्य रियायतों की घोषणा की है। ब्यौरा निम्नानुसार है:

(i) वित्त वर्ष के पहले छह महीनों की तुलना में वर्ष 1998-99 के उत्तरार्ध के लिए वाल्यूम डिस्काउंट स्कीम के अंतर्गत सीमेंट, लोहा एवं इस्पात, लौह अयस्क, स्पंज लोहे और क्लिंकर के संबंध में प्राप्त होने वाले वर्धमान यातायात पर निर्धारित शर्तें पूरी करने पर 10 प्रतिशत की छूट।

(ii) हाल ही में दक्षिण और पश्चिम रेलवे के महाप्रबंधकों को उनकी रेलों पर प्राप्त होने वाले गैर-कार्यक्रमबद्ध आयातित कोयले के यातायात पर निर्धारित शर्तें पूरी करने पर मालभाड़े में 10 प्रतिशत तक छूट देने के लिए प्राधिकृत किया गया है।

(iii) क्षेत्रीय रेलों के महाप्रबंधकों को वाणिज्यिक आधार पर इस प्रयोजनार्थ निर्धारित मानदण्डों के अनुसार स्टेशन से स्टेशन घटी